

PRELIMINARY AMENDMENT

AMENDMENTS TO THE CLAIMS

**This listing of claims supercedes all prior versions in this application:**

**LISTING OF CLAIMS:**

1. (Original) A pneumatic tire comprising a belt comprised of two or more cord layers, cords of which layers being crossed with each other, superimposed at an outer circumferential side of a crown portion of a toroidally extending carcass, and a belt reinforcing layer comprised of one or more rubberized layers of reinforcing cords extending substantially in a circumferential direction of the tire and arranged at an outer circumferential side of the belt so as to cover at least one of approximately full belt width and each side region of the belt, in which the reinforcing cord is a polyethylene-2,6-naphthalate fiber cord having a total count of not more than 240 dtex.

2. (Original) A pneumatic tire comprising a belt comprised of two or more cord layers, cords of which layers being crossed with each other, superimposed at an outer circumferential side of a crown portion of a toroidally extending carcass, and a belt reinforcing layer comprised of one or more rubberized layers of reinforcing cords extending substantially in a circumferential direction of the tire and arranged at an outer circumferential side of the belt so as to cover at least one of approximately full belt

width and each side region of the belt, in which the reinforcing cord is particularly constructed with the polyethylene-2,6-naphthalate fiber cord formed by twisting two yarns each having a count of 1000-1200 dtex at a twisting coefficient of 0.35-0.45.

3. (Original) A pneumatic tire according to claim 1 or 2, wherein the coating rubber for the reinforcing cord has a 100% modulus at 25°C of 2.0-4.0 MPa and a rebound resilience at 25°C of not less than 60%.

4. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 3~~ claim 1 or 2, wherein the reinforcing cord coated with rubber has an elongation of 1.0-2.0% at room temperature under a load of  $1.4 \times 9.8$  mN/d, an elongation of 1.5-3.5% at  $50 \pm 5^\circ\text{C}$  under a load of  $1.4 \times 9.8$  mN/d, and an elongation of 1.5-3.0% at  $170 \pm 5^\circ\text{C}$  under a load of  $0.7 \times 9.8$  mN/d.

5. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 4~~ claim 1 or 2, wherein the reinforcing cord coated with rubber is preferable to have an elongation of 1.5-2.5% at room temperature under a load of  $2.8 \times 9.8$  mN/d.

6. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 5~~ claim 1 or 2, wherein an end count of the reinforcing cords per a width of 50 mm is 40-70 cords.

7. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 6~~ claim 1 or 2, wherein the belt reinforcing layer is constituted with a ribbon-shaped strip having a width narrower than an arranging width of the belt reinforcing layer, which is formed by coating one or more reinforcing cords with rubber at a gauge of 0.85-1.0 mm.

8. (Currently Amended) A pneumatic tire according to ~~any one of claims 1 to 7~~ claim 1 or 2, wherein the belt reinforcing layer is constructed with a structural body formed by spirally winding the narrow-width ribbon-shaped strip of the reinforcing cord(s) coated with rubber in the widthwise direction of the tire.